

# Installation Instructions

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## Pro-Kit # 38144.140

2010+ Chevrolet Camaro SS, 6.2L V8

2011+ Chevrolet Camaro SS Convertible, 6.2L V8

2012+ Chevrolet Camaro ZL1, 6.2L Supercharged V8

2013 Chevrolet Camaro ZL1 Convertible, 6.2L Supercharged V8

Note: Disassembly of the rear strut requires the use of a terminal release tool. Do not attempt to disassemble without the proper tools.

Kit Contents	Description	Part Number	Qty
	Front Spring	38144.001	2
	Rear Spring	38144.002	2
	Information Kit	EPAK	1
	Instructions	38144.140INST	1

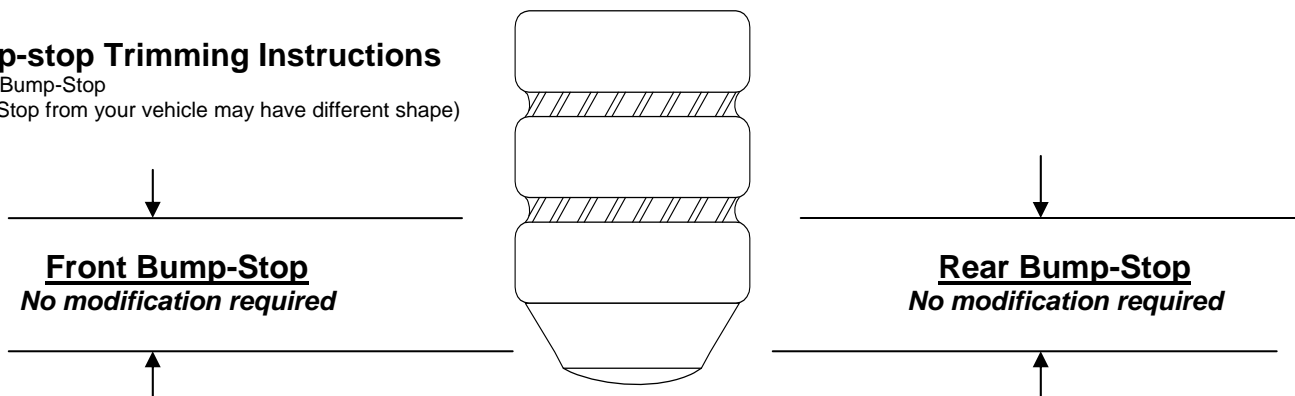
### NOTES: Read All Instructions Before Beginning Installation

- Installation of a **Pro-Kit Spring** set should only be performed by a qualified mechanic experienced in the installation and removal of suspension springs.
- Use of a hoist is highly recommended and will substantially reduce installation time.
- **Never work on or under a vehicle unless it is properly supported by safety stands and wheels are blocked.**
- **Never use impact wrenches or impact guns** to install or remove shock absorber piston components, shafts and piston rod nuts.
- **Pro-Kit Springs** are marked with an **001** and an **002** (located at the end of the part number) designating front and rear springs.
- **Pro-Kit Springs** should be installed with the **Eibach Logo** right side up. All original stock spring isolators, dampers and tubing should be retained from the stock springs and used when installing the **Pro-Kit Springs**.
- **After** installation, it is always important to inspect and adjust the following if necessary:
  - Wheel alignment such as camber, caster & toe.
  - Tire and/or wheel fender clearance.
  - Brake line clearance and attachments.
  - Brake anti-locking and anti-skid system sensors.
- **Tire Rotation:** In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.
- **For MacPherson Strut Type** front suspension, it is important to mark the upper perch with respect to the lower perch before disassembly. This orientation must remain the same with the installation of the Pro Kit Springs. Noise may result if this procedure is not performed correctly

**Note:** During installation of the Eibach rear springs it is extremely important that all bushing related pivot points be re-torqued with the full weight of the vehicle on the suspension, this is done to prevent "bushing pre-load". This is easiest with the vehicle on a drive on type of hoist. If this is not done, bushing damage and un-even lowering may result.

### Bump-stop Trimming Instructions

Typical Bump-Stop  
(Bump-Stop from your vehicle may have different shape)

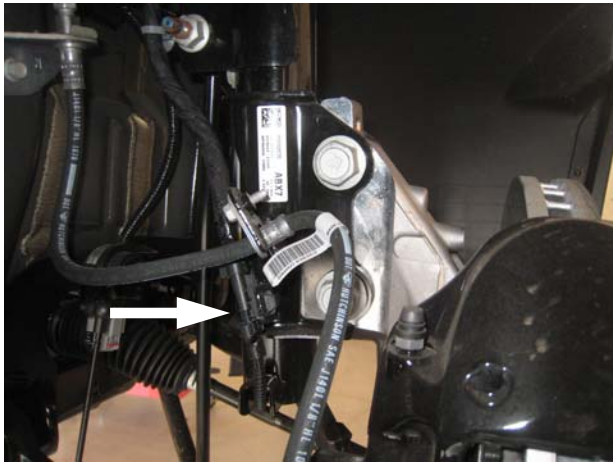


Front and Rear Strut Electronic  
Harness/Connector Disconnect and  
Disassembly.

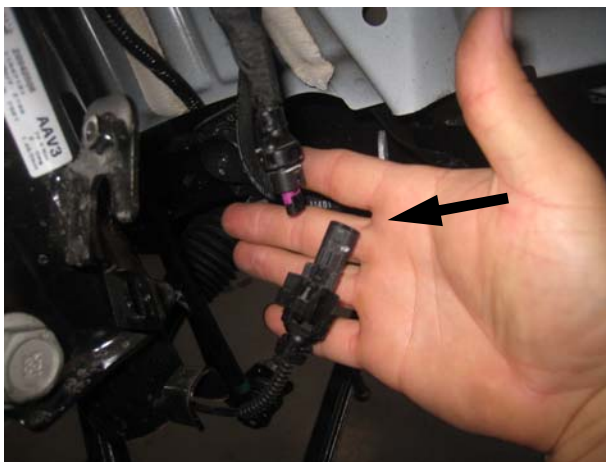
1) Before starting the disassembly process, be sure to disconnect the negative battery cable. Reconnect the negative battery cable only after everything has been properly reinstalled and all electrical harness/connections for the electronic suspension have been properly reconnected.

2) Disassembly of the rear strut assembly requires that you adhere to the following steps. Failure to do so can cause the vehicles electronic suspension to not work properly.

Front Electrical Harness/Connector



**Photo 1**



**Photo 2**

3. Before attempting to remove the front strut assembly you must disconnect the electrical

harness/connector that is located on the side of the front strut assembly. (See Photos 1 & 2)

Rear Electrical Harness/Connector



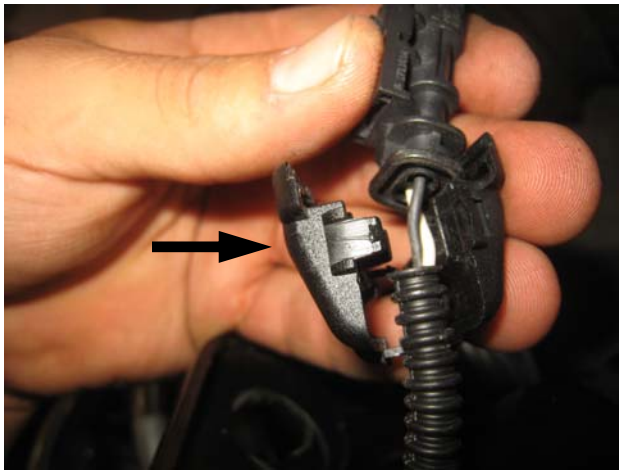
**Photo 3**

4. Before attempting to remove the rear strut assembly you must disconnect the electrical harness/connector that is located on the side of the rear strut assembly. (See Photo 3)



**Photo 4**

5. After the rear strut has been removed from the vehicle, unclip the electrical connection from the upper mount. (See Photo 4)



**Photo 5**

6. Unclip the 90 degree plastic cover. (See photo 5)
7. Mark the orientation of the color coded wires in relation to the connector, as they will need to be reinstalled into the connector in the original position.



**Photo 6**



**Photo 7**

8. Using a terminal release tool, insert the tool into the connector, then, gently pull the wires

out of the rear of the connector. (See Photos 6 & 7)

9. You can now feed the wires through the holes in the upper mount, install the strut into a spring compressor and remove the spring from the strut.
10. Install the spring in the reverse order of the disassembly and reinstall the wires into the connector in the same orientation as before.
11. You can now install the strut back into the vehicle.

Additional *Eibach* Components For Your 2010+ Camaro SS

<b>Eibach Kits</b>	<b>Part Number</b>	<b>Description</b>	<b>Front</b>	<b>Rear</b>
Anti-Roll Kit	38144.320*	Performance Tuned Handling 2010-2011 Model Years	29.0 mm	29.0 mm
Anti-Roll Kit	38161.320*	Performance Tuned Handling 2012+ Model Year	29.0 mm	29.0 mm
Pro Street S	38144.711*	Performance Tuned Lowering	0"-2.0"	0"-2.4"
Multi Pro R1	38144.712*	Performance Tuned Lowering	0"-2.0"	0"-2.4"
Multi Pro R2	38144.713*	Performance Tuned Lowering	0"-2.0"	0"-2.4"

Additional *Eibach* Components For Your 2011+ Camaro SS Convertible

<b>Eibach Kits</b>	<b>Part Number</b>	<b>Description</b>	<b>Front</b>	<b>Rear</b>
Anti-Roll Kit	38144.320*	Performance Tuned Handling	29.0 mm	29.0 mm
Pro Street S	38144.711*	Performance Tuned Lowering	0"-2.0"	0"-2.4"
Multi Pro R1	38144.712*	Performance Tuned Lowering	0"-2.0"	0"-2.4"
Multi Pro R2	38144.713*	Performance Tuned Lowering	0"-2.0"	0"-2.4"

Additional *Eibach* Components For Your 2012+ Camaro ZL1 Coupe & Convertible

<b>Eibach Kits</b>	<b>Part Number</b>	<b>Description</b>	<b>Front</b>	<b>Rear</b>
Anti-Roll Kit	38162.320	Performance Tuned Handling	29.0 mm	29.0 mm

\* Excludes 2012-2013 Camaro ZL1 Coupe and Convertible